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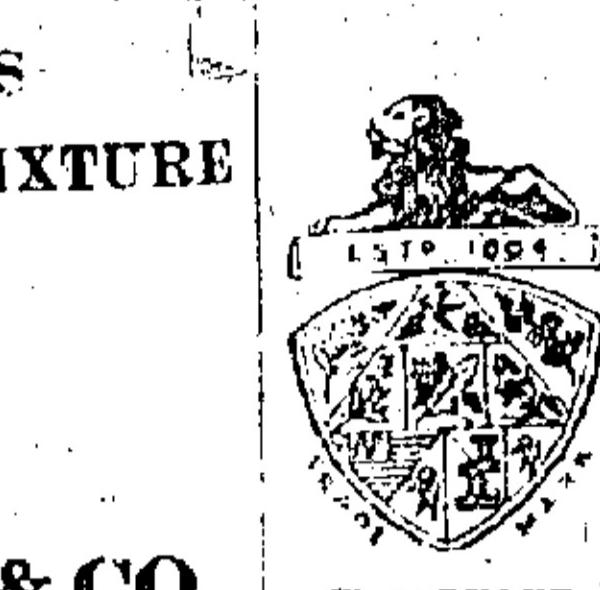


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Hongkong, 24th July, 1906. [459]

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Only communications relating to the news columns
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Correspondents must forward their names and addresses with communications addressed to the Editor, of full publication, but no evidence of good faith, All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash. Telegraphic address: Press, Codes: A.B.C. At Ed. Editor: P.O. Box, 35. Telephone No. 13.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 4TH, 1906.

WHEN the interesting proclamation translated by our Canton correspondent comes to be read in England, it will occasion very little surprise. Some few, who have been studying the newspaper and missionary accounts of China's growing education and enlightenment, will be in doubt which evidence they ought to reject, the proclamation of August 1906, or the optimistic reports of the last couple of years. That a true grasp of the state of affairs can be gained by dovetailing both is unlikely to occur to more than an intelligent few. Local readers will, we presume, be generally surprised to find such stale superstition surviving so near to a big and old-established centre of European enlightenment. They may put Viceroy SHUM down mentally as a Chinese PAUL KRUGER, who shuts eyes and ears to the everyday truisms of science which assail them. They may be right in so doing, but we are inclined to give the Canton VICEROY credit for a little more intelligence than that, just as we acquit the Peking astronomers of believing in the dragon theory of eclipses. Our correspondent himself appears amazed at such a proclamation coming from one whom he regards as "a progressive and enlightened official", and herein, if we admit the enlightenment, we must look for the clue. When a man does something quite unexpected, it is desirable to search for his motive. Viceroy SHUM does not believe that a dragon begins to walk the moon, or that the beating of tin-can induces it to desist and disgorge. Then why does he

invite his constituents to "protect the moon"? The obvious answer is that it is an official duty, a very old custom, and that whatever his personal feelings may be, he must repeat the foolishness. That might be sufficient excuse, even for such an independent satrap as Viceroy SHUM, but there is also the unlikelihood that the rulers at Peking believe in the superstition any more than he does himself. We must then seek another explanation; and it seems an easy matter to find it when we cast a retrospective glance at the relations of European rulers and European superstitions in the past. Peking is not quite eaten up with folly; Viceroy SHUM is none so silly as he seems: they do not resort to a well-worn and never-failing dodge of the ruling classes. When a child is fractious and troublesome, its parent or nurse gives it something to play with. National infants have always been pacified with superstitious playthings. The "divine right of kings" kept them quiet for centuries; and in China, it would not be too much to say that the nearest approach to loyalty to the Emperors has been the reverence paid to them as intermediaries. They have been valued as useful creatures who go between the people and Heaven, and who have maintained friendly relations with the Unseen. We will not try to prick the conspiracy of those Westerners who may have overlooked the numerous "medicine-men" or "witch-doctors" in the history of their own race; but they deserve to be warned against indulging in visibility at Viceroy SHUM's expense. Viceroy SHUM does not rank intellectually below the Bishop who said that the Salisbury railway catastrophe last month was "sent as a warning". He is quite mentally keen enough to see that if the partial eclipse can be foretold by calculations, even to the point at which it will cease (seventeen and a half per cent), the noisy efforts of the people cannot be the cause of the predicted effect. It is not altogether to his disadvantage, or to the disadvantage of his superiors, that the great mass of the people are more credulous. The pity of it is that Westerners, instead of enlightening their darkness, should spend time, money, and lives in further beggaring them, thrusting down their throats a book containing equally ridiculous nonsense about things astronomical. But in saying this, we appear to be somewhat ahead of the times, and so over-bold. The melancholy exhibition being made in connection with the new British Education Bill teaches us that logical truth is not so irresistible amongst ourselves as at this period in the age of civilisation we have a right to expect it should be.

The Horse and Field Artillery Batteries in India are all expected to be rearmed with new quick-firing guns within the next six months.

There will be no music at the Hongkong Hotel during dinner this evening, the Band having to attend a regimental entertainment of the G.O.C.

The editor of *L'Echo de Pékin* has been committed to prison for ten days by the French Legation for defamation at the suit of a Chinese member of the Shansi Railway Co.

General Bragg, formerly American Consul-General at Hongkong, has been pensioned. A bill had to be passed by the Senate to grant the veteran fifty dollars a month for life.

The first-class battleship *Safuma*, 19,600 tons, and the cruiser *Kurama*, 14,600 tons, now under construction at Yokosuka, will be launched in September.

The death took place at the Yokohama General Hospital on July 29th of Mr. Thomas McMurray, marine engineer, of Messrs. Jardine, Matheson & Co., Shanghai. He ceased at 49 years of age.

It has been decided to hold a great Japanese exhibition from April to October 1912. The estimated expenditure is Yen 10,000,000. A special building will be provided for foreign exhibits relating to science, machinery, electricity and industry.

Owing to the good crops of tobacco throughout the country the Japanese Tobacco Monopoly Bureau expects to earn Yen 30,000,000 during the current fiscal year. It is stated that the Monopoly Bureau intends to find land in Korea surviving so near to a big and old-established centre of European enlightenment. They

may put Viceroy SHUM down mentally as a Chinese PAUL KRUGER, who shuts eyes and ears to the everyday truisms of science which assail them. They may be right in so doing, but we are inclined to give the Canton VICEROY credit for a little more intelligence than that, just as we acquit the Peking astronomers of believing in the dragon theory of eclipses. Our correspondent himself appears amazed at such a proclamation coming from one whom he

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REVIEWS.

A Madcap Marriage, by M. McDONNELL BODKIN, K. C. London: John Long.

This is a rolicking Irish yarn with Celtic humour and typical Irish characters. An eccentric peer wills that his nephew and niece shall marry or forfeit his fortune, and in order to draw them together, recalls them from schools in France. Before they arrive he dies. The young couple, unknown to each other, meet under singular circumstances at Dieppe. After enjoying a swim in one of the mixed bathing establishments through the practical joke of some urchins they have to depict therefrom in strange clothing—the girl in male attire and the hero in feminine. A mischievous flirtation is followed by a very improbable marriage (still in the same disguise). Through the machinations of the dishonest solicitor who drew the will the lovers then become separated for years, during which we get good pictures of the Boer war. They are eventually re-united, and their fortune, which the crafty solicitor who married Lord Bolodor's sister had enjoyed for years, reverted to them, as their joke-marriage was pronounced legal.

The Great Weather Syndicate, by GEORGE GRIFFITH. London: George Bell & Sons.

The Great Weather Syndicate is a romance of the wild and wonderful, dealing with weather made to order and the mighty age of motor cars. Of course our Jules Verne author produces his inventor from "God's Own Country". But strange to relate, he is an Englishman. The financiers of the syndicate, however, are American millionaires whose god is the almighty dollar. Through the influence of a woman, the Syndicate becomes more than a money-making concern, and benefits the human race by converting desert into meadow lands and making war impossible. Even the German Emperor is taught that his armed millions are incapable of combating the elements, his attempt to take the weather fort on the Brocken bringing defeat and calamity on the Fatherland. It is a fine imaginative effort.

Emma Hamilton's Minature, by WINTER GRAHAM. London: George Bell & Sons.

While recognising the literary merit of this work, the reviewer is of opinion that the theme is unlikely to be a popular one. The author is, if not a woman suffragist, at least an ardent sympathiser, and her heroine's sudden grasp of politics would be one of the wonders of the twentieth century. After perusing the first few chapters of the book, the reader presses on in the hope of studying a wonderful woman whose deeds will equal, if not exceed, those of Grace Darling and other famous women. Instead we find a nervous caricature, her beauty and attractive manner persuade a millionaire to take her from her home and make her in his family circle. Thus, with greatness comes power; she becomes a social star. After a year with an eminent politician, she treads for the first time the thorny path of politics. Then political questions become such a craze that her wedding—she marries the millionaire—is but a secondary consideration, and, owing to momentous circumstances connected with her new hobby, the length of her honeymoon has to be curtailed. Her magnetic orations are listened to by thousands in spellbound admiration, and her project, the returning of a labour party to the House, becomes an accomplished fact. The joke is that she claims a Labour Parliament would unanimously endorse Chamberlain's tariff proposals.

Lord Curzon in India, being a selection from his speeches as Viceroy and Governor-General of India, 1898-1905, with explanatory notes and introduction by Sir THOMAS RALEIGH, K.C.S.I., legal member of the Governor-General's Council, 1898-1904. 2 vols. London: MacMillan & Co., Ltd.

The title says almost all we have to say of this book, which will be more interesting when we have had time to forget our newspaper reading, and to obtain a proper historical perspective of the speaker and his speeches. The introduction by Sir Thomas Raleigh, the legal member of Lord Curzon's council, is a handy contribution to Indian history. It is a synopsis of Indian administration from the time of the Viceroy's appointment. It refers to the constitution he is required to administer and of the limitations under which his work is done, and then summarises the important measures introduced by the late Governor-General. In the two volumes there are about sixty speeches selected from the 230 made by the Governor-General during his régime. They deal with famine, education, land and other important questions and go to show the good intentions of the statesmen whose desire was that the common ideal might be "a united country and a happier people."

LATEST STEAMER MOVEMENTS.

The M.M. str. *Catednau*, with the next French mail, will leave Saigon to-day, at 3 p.m. for this port.

The P.M. str. *Mongchau* arrived at Sun Francais on the 2nd Aug.

The L.G. str. *Prix Etel Friedrich*, which left here on Tuesday, the 3rd July at 8 a.m., arrived at Shanghai on Thursday, the 2nd inst., at 8 p.m.

The C.N. str. *Taiyuan* left Kobe on the 3rd inst., and is due here on the 9th inst., a.m.

The C.N. str. *Charge A* is expected to leave Sydney on the 9th inst., and is due here on the 1st Sept.

The C.N. str. *Tion* leaves Manila on the 7th inst., p.m., and is due here on the 10th inst., a.m.

The C.N. str. *Kaifeng*, from Cebu and Iloilo, is due here this afternoon.

The C.N. str. *Huchow*, from Tientsin and Chefoo, is due here about 6th inst.

The N.T.K. str. *Kunagawa Maru* (European Line) left Shanghai for this port on the 3rd inst., and is expected here on the 6th inst.

The Japan Shipowners' Association's str. *Kou Maru* left Japan yesterday, and is due here on or about 8th inst.

The Bea Line str. *Bentley* sailed from Singapore on the afternoon of the 2nd inst., and may be expected here on the 8th inst.

PROPOSAL TO ANNEX LABUAN TO SINGAPORE

The proposal to place the island of Labuan under the administration of the Government of the Colony of the Straits Settlements was considered at the meeting of the Singapore Legislative Council on July 20th, and all that is now required to make the scheme an accomplished fact is the sanction of the Imperial authorities. His Excellency the Governor Sir John Anderson will now urge His Majesty the King, of course through the medium of the Secretary of State for the Colonies (Lord Elgin), to issue Letters Patent under the Great Seal of the United Kingdom for the absorption of Labuan. The motion to take over Labuan was proposed by the Colonial Secretary (Captain Young), who spoke of the advantages contained in the plan, and gave a retrospective summary of the administration of Labuan before it came into the hands of the Governor or of the Straits Settlements. As the Colony is a British possession, it is only natural that the Resident should desire British administration. But that is not all. It is absolutely necessary in colonies, especially in the tropics, that the officials who have charge of their administration, should, for the sake of their health, and therefore for the welfare of those colonies, be relieved in their duties by a different set of officials, and at such times as was thought desirable. But as Labuan is only a small Colony, extending some twenty square miles only, and as its population is but small, it is not to the financial interest of the Colony to maintain a large staff of officials. Hence the proposed annexation. The Colonial Secretary presented figures showing the financial position of Labuan, and contended that although the taking over the control of affairs in Labuan would not mean any financial profit to the Straits Settlements the island would certainly pay its way.

After the Colonial Engineer had seconded the resolution, the Hon. W. H. Shelford pointed to Labuan as having a prosperous future before it and expressed pleasure, that the trade and population of the island were steadily increasing. The Hon. W. J. Napier looked at matters from a broader point of view, for he contended that even if Labuan as a Colony was not paying its way, it would be niggardly, even ungracious, had the Straits Government refused to undertake the guardianship of the Colony—a British Colony. He answered a question advanced by the Hon. W. H. Shelford, to the effect that the matter of the military contribution of Labuan would be settled in the same manner as was that regarding Christmas Island, that is to say that the revenue of Labuan can bear it, the Colony will not be compelled to pay any military contribution.

The Hon. John Anderson confirmed general opinions when he said that it is an exceedingly rare thing for a Colonial Government to have the offer of a ready-made Crown Colony, especially when the Colony had developed into a good distributive centre. His Excellency explained that the principal source of revenue in the Colony had been the Opium and Spirit Farms, which had been controlled by the British North Borneo Company. He bore out the statement of the Hon. W. J. Napier with regard to the laying of military contributions on the Colony, and gave the press a "dig in the ribs", so to speak, when he stated that reports had been published regarding the law and order in Brunei, and alleged heavy taxation.

He characterised these reports as exaggerated and inaccurate, and supported his contention by stating that the taxes in Brunei had been substantially reduced, and that Brunei was now almost as far from the shores of disrepute as the probability of Labuan would allow. The Colony had developed into a rubber planting centre, as already the Government had had numerous applications for land. Furthermore, each year the coal mining industry at Labuan became strengthened, till now the Colony had become a good centre for coal, thanks to the energetic administration of the Company now holding practical control of the mines. It was a matter of great importance, therefore, that a great shipping centre like Singapore would have within its bounds a good coal supply.

ROMANCE IN 1906.

Writing from the Gobi desert to the N.C. Daily News, a correspondent gives the following interesting glimpse of real-life romance.

It may be of interest to some of your readers to have news from this remote region—an oasis of dryness in the heart of a desert. There is a stretch of land called Sinkiang, or the New Dominion, in which we are privileged to travel at present. Travelling with a caravan of camels, it takes fully twenty-five days from Shouchou, the last city outside the Great Wall, to Hami; that means quick travelling at an average speed of sixty li per night. Night time is the best for travelling with camels. They start usually at sunset and are glad to have mild light of the moonshine upon their lonely paths. When the moon sets the caravan stops; if she is not shining, we must needs plod along in the kindly leading light. Travelling by cart is much more exp. than by camel; the former goes by Anxi to Hami, the latter straight through the desert along the borders of Mongolia, not touching Anxi.

We met British officers on our way up in the morning, and the younger was a captain, whose name we did not catch clearly. They had come from India through Tibet to Sinkiang, and were on their way to Peking. Two Indians, one a surveyor, were with them. They had spent five months in the wild heart of Asia. Both the British travellers, as we saw them, were wrapped in Kashmire sheepskins like the natives; they had weather-beaten faces, but otherwise the hardships and privations they had endured appeared to have affected them not the least. They had provided themselves with meat by shooting game.

The Swatow correspondent of the N.C. Daily News says—"Emigration from this port and Amoy to Samoa is being earnestly promoted both by German business agents and the local German Consul. The terms offered to the coolies are fair, free passage, food and medical attendance, a minimum wage of \$8 free of all deductions, free carriage of letters, repatriation in the event of serious illness, and the utopian promise that there will be no heavy task imposed. The proclamation is evidently worded so as to meet objections suggested by 'friends of their country' who are making capital out of reports from South Africa. But although the co-operation of the mandarins has been secured in the use of procen-tions, and mups of the archipelago and its position relative to China are posted, the supply of coolies is limited.

An item in the proclamation provides a remedy for what is an evil rampant in Swatow. If a man has been decoyed away by native agents upon false pretences his relative can have him back upon payment of \$60, which seems to be a rather heavy bill of expenses. The coolies of the port do business in perfumery, and in part (and that not a small one) lawless. The favourite ports in the eyes of Swatow men are Singapore and Bangkok. All other places are under a ban, as the result of ill-practices in the coolie trade in former years. In some cases this bad name is now undeserved, but the name is easier to win than to lose. In consequence of this the premium offered for securing emigrants for such places is high, and the inducement to secure the reward proportionately great. Proclamations against fraudulent emigration are being continually issued, and both the deputy appointed by the Taosi, and the Consul of any country concerned, do their best to discover whether men are going abroad at or against their own free-will. But a recurrence of kidnapping cases, and the execution of not a few coolie-hong principals show that the evil still flourishes. Further legislation strictly administered will be necessary before the abuse can be stamped out.

A VISIT TO SHANGHAI GAS WORKS.

BY ARCHITECTS AND ENGINEERS.

RIOTING AT NANKING.

SOLDIERS WRECK FOUR POLICE STATIONS.

The opinion is abroad that gas as an illuminant has been superseded by electricity; that it has a few years of employment before it, for heating or power purposes, but that in the course of a very short period the huge drum-like gas holders which have been familiar features in the outskirts of most towns and villages will disappear. Quite different views from these have been expressed from time to time at annual meetings of the Shanghai Gas Company, and equally, no doubt, at those of similar companies. Much has been made on those occasions of the fact that the Westminster City Council Lighting Committee have given preference to gas over electricity in the matter of lighting Whitehall, though the cost was estimated at about the same figure for either illuminant. From other quarters also, it has been observed, there have lately been indications that with the aid of the Welsbach burner and other improvements such as the pneumatic switch, which renders gas like electricity independent of matches, gas may yet hold its own. The Shanghai Company at all events continues to pay substantial dividends and the Directors with the courage of their convictions have lately embarked on a scheme of extension which has required enlargement and rebuilding of the works and offices on Thibet Road at the junction of the Avenue and Soochow Creek.

During the forty years of its operations in Shanghai, the Gas Company has been compelled, of course, to increase its plant and extend the bounds of its property on several occasions. At the end of 1895, when the Company was twenty months old there were fifty-eight meters only connected with the mains. In 1895, the first year of which records remain, there were sold only 5,115,000 cubic feet of gas. In the present year it is estimated that the sale will be of 54,000,000 cubic feet. The price has varied inversely. The original figure was \$8.50 (equivalent to 18s.) per thousand feet, the present rates are \$1.75 for lighting and \$1.20 for power.

These and other interesting facts were explained by Mr. H. King Hiller, engineer-in-chief to the Company, to his fellow-members of the Shanghai Society of Engineers and Architects on July 28th. By invitation of the Directors members of the Society paid a visit to the Company's works. The heavy downpour of the afternoon was unfortunate, but much interest was shown under dripping umbrellas, and members in their enthusiasm for knowledge, braved mud, extremes of temperature, and other discomforts incident to journeys of discovery. They had the benefit of expert guidance and eventually found themselves safely back in the handsome but as yet unfinished offices of the company, where in the enjoyment of their hosts hospitality the perils of the way were speedily forgotten. A great deal was expressed that none of the Directors of the Company were able to be present, but they were thanked in the name of the Society by Mr. John Prentiss, its President, who also proposed a vote of thanks to Mr. King-Hiller, a position which met with cordial response.

The most interesting feature of the plant was visited first. This is the new gasholder which has been specially designed by the engineer-in-chief to meet local conditions of the soil. The weight of water (10,000 tons approximately) in the tank of the existing holder has proved too much for the subsoil and the whole structure has sunk considerably. In the new holder the water will not be spread over the whole area at the base, but will be contained in an annulus. The middle area thus left unoccupied will afford room for a store godown 132 feet in diameter by twenty-five feet in height, the roof forming the floor of the gasholder. The value of the space gained will, it is calculated, cover the extra cost of a holder of this description.

The engineers were taken to the retort house, shortly to be dismantled in favour of a new one, containing plant which will manufacture seventy per cent. more gas in the same ground space. The retorts were raked out, and incidentally the skill of the coolies in recharging them with coal was admired. Visits were paid in turn to the condensers, the tar extractors, the tall tower scrubbers, revolving washer-scrubbers, the new and the old purifying houses, and to the intensely hot building in which water gas is manufactured. They were shown the great pumps which forward the gas to Hongkong, the distributing holder in Seward Road, the meter-house, and the wharves. They saw everywhere the signs of an immense activity, and came away with the impression that they had inspected a vigorous and important colony like Singapore would have within its bounds a good coal supply.

POPLARS FARM COLONY.

GUARDIANS' LANDAU.

THE INQUIRY INTO THE WORKHOUSE SCANDAL AT POPLARS.

THERE WERE TWO ON JUNE 29.

The inquiry into the workhouse scandal at Poplars continues to furnish surprises.

There were two on June 29. One was the serving of a writ for slander, and the other a police description of the idle life of farm coolies at Laundon, Essex.

The writ was served by Mr. Palmer, whom Mr. Lansbury, one of the guardians, called an "infamous liar" on the previous day.

While a witness was giving evidence Mr. Palmer advanced to the inspector and said he would take the opportunity of serving Mr. Lansbury publicly with a writ for slander.

The inspector told him he could very well do that elsewhere, but Mr. Palmer would not put off, and he threw the writ across the table at which Mr. Lansbury was sitting.

Superintendent Marden, of the Essex Constabulary, gave astonishing evile-usage regarding the farm colony which the guardians established at Laundon.

He said that 821 men had been sent to the colony, and the majority were undesirable.

Twenty of them had been in the custody of the police.

"Drunkenness, refractory conduct, larceny, and assault on the police are the main offences."

"There is also habitual frequenting of public houses. The men drink until a very late hour, and then go home shouting and brawling. Some of them have been found by the roadway drunk at midnight."

"I have been told by servants of the guardians that the men are fed on prima juntas, receive two suits of clothes a year, two ounces of tobacco a week, and bid a week pocket money."

"The farm is about 1,000 acres in size, and about eight or ten men could work it. When the men do work they just turn over a bit of soil, and then have a rest. They produce only a few cabbages and potatoes."

"Do you think that any useful public purpose is served by keeping these men in the place?" asked Mr. Robt, who appears for the Municipal Alliance.

"No," replied the superintendent. "I think it is encouraging them in a state of laziness."

He then mentioned the visits of the guardians to Laundon.

"There was a motor-car there, but I have not seen it lately," he said. "It was always breaking down, and it has been sent, I believe, to Westgate."

"Instead of travelling to Laundon station, which is only a mile away from the farm colony, the guardians always get out at Brentwood, seven miles away and drive to the colony."

"They are very pleasant indeed."

"On the question of money which was supplied to the men on the farm colony, Police Constable Reed supplied some interesting information.

"I know," he said, "they have charged post 1s orders at the Greenwich Post Office from 1s to 1s 6d each. I am told the orders have come from their wives. Why, as much as £ worth of postal orders have been charged at one public house a week."

"The men live well, but do only a bit of work."

"If a stranger passes along the road they stop their work and look at him. They are also in the habit of taking week-ends off."

"Some of them came up to London to swell the ranks of the unemployed, didn't they?" Mr. Robt asked.—"Yes," said the constable.

To see Mr. Balfour?—They went to London, I know.

They were taken to see Mr. Balfour by Mr. Crooks?—That I cannot tell you.

The inquiry was again adjourned.

CHINESE EMIGRATION UNDER GERMAN AUSPICES.

The Swatow correspondent of the N.C. Daily News says—"Emigration from this port and Amoy to Samoa is being earnestly promoted both by German business agents and the local German Consul. The terms offered to the coolies are fair, free passage, food and medical attendance, a minimum wage of \$8 free of all deductions, free carriage of letters, repatriation in the event of serious illness, and the utopian promise that there will be no heavy task imposed. The proclamation is evidently worded so as to meet objections suggested by 'friends of their country' who are making capital out of reports from South Africa. But although the co-operation of the mandarins has been secured in the use of procen-tions, and mups of the archipelago and its position relative to China are posted, the supply of coolies is limited.

An item in the proclamation provides a remedy for what is an evil rampant in Swatow.

If a man has been decoyed away by native agents upon false pretences his relative can have him back upon payment of \$60, which seems to be a rather heavy bill of expenses.

The coolies of the port do business in perfumery, and in part (and that not a small one) lawless.

The favourite ports in the eyes of Swatow men are Singapore and Bangkok. All other places are under a ban, as the result of ill-practices in the coolie trade in former years.

In some cases this bad name is now undeserved, but the name is easier to win than to lose.

In consequence of this the premium offered for securing emigrants for such places is high, and the inducement to secure the reward proportionately great.

Proclamations against fraudulent emigration are being continually issued, and both the deputy appointed by the Taosi, and the Consul of any country concerned, do their best to discover whether men are going abroad at or against their own free-will.

But a recurrence of kidnapping cases, and the execution of not a few coolie-hong principals show that the evil still flourishes.

Further legislation strictly administered will be necessary before the abuse can be stamped out.

KODAKS AT HOME PRICES.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

JAVA-CHINA-JAPAN LIJN.

FROM JAVA PORTS AND MACASSAR.

THE J.C.J. L. Steamship

"TJILATJAP."

Captain Emmerick, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge and/or Cargo left on board after the 4th August, will be landed into the harbors and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

No Fire Insurance has been effected.

The steamer will be despatched for Shanghai, Moji, Kobe and Yokohama on the 6th August.

Head Agency of the JAVA-CHINA-JAPAN LIJN,

York Buildings, 1st floor.

Hongkong, 2nd August, 1906. [1524]

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 6th August.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 4th August, 1906. [1525]

NOTICE.

WE have This Day authorized Mr. CHARLIE WEE to SIGN our Firm.

TAI WO & CO.

Hongkong, 3rd August, 1906. [1526]

TO LET.

SHOP TO LET in PEPPER'S STREET.

Apply by letter to—
Care of "Daily Press" Office.
Hongkong, 4th August, 1906. [1527]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES ORDINANCE OF HONGKONG.

AND

IN THE MATTER OF THE HONGKONG BREWERY CO., LTD.

NOTICE IS HEREBY GIVEN that a Petition for the Winding-Up of the above-named Company by the Supreme Court of Hongkong in its Original Jurisdiction was on the 13th day of July, 1906, presented to the said Court by ARTHUR RYLANDS LOWE of Victoria, in the Colony of Hongkong, Chartered Accountant, and that the said petition is directed to be heard before the Court sitting at Victoria aforesaid, on the 16th August, 1906, at 10.30 o'clock in the forenoon, and any creditor or contributary of the said Company desirous to support or oppose the making of an order on the said petition may appear at the time of hearing by himself or his Counsel for that purpose, and that a copy of the petition will be furnished to any creditor or contributary of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Dated the 4th day of August, 1906.

BRUTON & HETT,

39, 41 & 43, Des Voeux Road,

Hongkong.

NOTE.—Any person who intends to appear on the hearing of the said petition must serve on or send by post to the above-named, notice in writing of his intention so to do. The notice must state the name and address of the person, or if a firm the name and address of the firm, and must be signed by the person or firm or his or their Solicitor or Counsel (if any) and must be served, or if posted, must be sent by post in sufficient time to reach the above-named not later than 6 o'clock in the afternoon of the 15th day of August, 1906. [1528]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale of the Right of Erecting and Maintaining a TEMPORARY PIER over Crown Foreshore opposite Waterloo Road, Yatman, to be held at the Offices of the PUBLIC WORKS DEPARTMENT by Order of His Excellency the GOVERNOR, on TUESDAY, the 7th day of August, 1906, at 3 p.m., for a term of 1 year commencing from the 7th day of August, 1906. [1529]

NOTICE.

PARTICULARS AND CONDITIONS of Sale of the Right of Erecting and Maintaining a TEMPORARY PIER over Crown Foreshore, East of Kowloon Marine Lot 83, to be held at the Offices of the PUBLIC WORKS DEPARTMENT by Order of His Excellency the GOVERNOR, on TUESDAY, the 7th day of August, 1906, at 3 p.m. [1530]

PARTICULARS OF THE PIER.

No. of Piers Position Largest Dimension Price

2 Opposite Waterloo Road, 50' x 10' £100

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale of the Right of Erecting and Maintaining a TEMPORARY PIER over Crown Foreshore, East of Kowloon Marine Lot 83, to be held at the Offices of the PUBLIC WORKS DEPARTMENT by Order of His Excellency the GOVERNOR, on TUESDAY, the 7th day of August, 1906, at 3 p.m. [1530]

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THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION

has been appointed to enquire into and report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid, who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-BOWLANDS,

Secretary.

Hongkong, 7th July, 1906. [1531]

LESSONS IN FRENCH.

NEW and easy method of learning French

in a few months, mainly by conversation

by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

Apply by letter to— B. R.

Care of Office of this Paper.

Hongkong, 16th August, 1906. [1534]

PARTICULARS OF THE LOT.

Imported every Month, THERE-

FOLE ALWAYS FREE.

ELEY'S, SCHULTZ'S, AMELITE

AND KYNOCK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 26 BORE

NEWCASTLE CHILLED SHOT in

all sizes, Nos. 10 to 8SSG. AIE GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 23rd November, 1906. [1533]

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WM. SCHMIDT & CO.

Hongkong, 23rd November, 1906. [1533]

NOTICE.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN Accordance with Article XVII, Section 7 of the Articles of Association the GENERAL MANAGERS have This Day declared an INTERIM DIVIDEND on the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the Register on that date.

Dividend Warrant may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 31st July, 1906. [1512]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY HALF-YEARLY MEETING of the Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 14th August, at NOON, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th August, 1906, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Acting Secretary

Hongkong, 19th July, 1906. [1445]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 30th July, 1906. [1496]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTRARS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th August, to the Eighteenth day of August, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 30th July, 1906. [1497]

HONGKONG AND WHAMPAO DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 29th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Director and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary

Hongkong, 27th July, 1906. [1478]

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 5th August.

Hongkong, 1st August, 1906. [1513]

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On the 7th, 13th, 17th, 20th and 21st August, from West of Stonecutter's Island, in a South-Westerly direction, it ranges up to 6,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.

ON WEDNESDAY, 22nd August:—

From East of Stonecutter's Island, in a Westerly direction, it ranges up to 8,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

On FRIDAY, 24th August:—

From Elliot in a North-Westerly direction, it ranges up to 8,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

L. BARNES LAWRENCE, Captain, R.N.,

Harbour Master, R.N.

Hongkong, 30th July, 1906. [1519]

NOTICE IS HEREBY GIVEN that the GOODWILL of the Business of P. C. PATELL & CO., No. 40, Lyndhurst Terrace, Hongkong, has been SOLD to the Undersigned.

REUTER, BROCKELMANN & CO.,

Hongkong, 1st August, 1906. [1504]

Dated the 1st day of August, 1906.

J. BYRAMJEE & CO.

NOTICE.

SITUATION WANTED.

SITUATION WANTED by an Experienced

SHIPPING.

ARRIVALS.

ARMO, German str., 771, N. Boltzen, 3rd Aug.; Haiphong 31st July and Hoihoi 2nd Aug.; General, Johnson & Co. [1501]
PEICHING, Chinese str., 3rd August, from Canton.
HANGKONG, British steamer, 3rd August, from Canton.
KALONG, British str., 2,151, Walker, 2nd Aug.; Newcastle 12th July, Coal, Arnhold, Hamburg & Co.
ST. LOUIS, American str., 5,655, A. Zeeber, 2nd August; San Francisco 7th July, Mails and General, P. M. S. Co.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE
Aug. 3rd.
Ching-chia, British str., for Tientsin.
Hongkong, British str., for Shanghai.
Moer, German str., for Hiohoo.
Safen, Norwegian str., for Shanghai.
Yung-ho, British str., for Chinkiang.
Yunkai, British str., for Shanghai.

DEPARTURES.

Aug. 3rd.
ARKOON, British str., for Soudanaya.
CHILOE, Norwegian str., for Bangkok.
EVANG, British str., for Shanghai.
HELENE, German str., for Swatow.
LAROC, Norwegian str., for Chinkiang.
NANSAN, British str., for Swatow.
TIENTSIN, British str., for Shanghai.
WAN-CHOW, British str., for Batavia.
YUN-SUNG, Polish str., for Manila.

VESSELS IN DOCK.

Aug. 3rd.
AMERICAN DOCKS—
KOWLOON DOCKS.—*After, Protection, Light-*
ning, Providence,
COSMOPOLITAN DOCK.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

PORT OF AMOY AND FOOCHEW.

THE Company's Steamship

"HAITON." Captain J. S. Reach will be despatched for the above Ports, to-day, the 4th August, at 3 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 1st August, 1906. [1500]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI, YOKOHAMA AND KOBE.

THE Steamship

"EASTERNA." Captain Powell, will be despatched as above, TOMORROW, the 5th inst., at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd August, 1906. [1521]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING." Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 7th inst., at Noon.

For Freight, apply to
DAVID SASSOUN & CO., LTD., Agents.

Hongkong, 1st August, 1906. [1491]

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTA." will be despatched for the above Ports on TUESDAY, the 7th August.

For Freight and further particulars apply to
SHEWAN, TAMES & CO., Agents.

Hongkong, 28th June, 1906. [1528]

NAVIGAZIONE GENERALE ITALIANA. (Filio and Rubinstein United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIVERPOOL and GENOA, also VENEZIA and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CAJALAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI." Captain Briske, will be despatched as above, on FRIDAY, the 10th August, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1906. [14]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE AND ANTWERP (DIRECT), VIA SAIGON.

THE Company's Steamship

"EUPHRATE." Captain Bru, will be despatched as above, on or about the 13th August.

This Steamer has accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 1st August, 1906. [1510]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w." to other with the number denoting the section.

SECTION.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION

VESSEL'S NAMES

FLAG & BIG.

BERTH

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

ON

ABOUT

11th inst., at Noon

11th inst.

18th inst.

7th inst.

14th inst.

25th inst.

11th Sept.

25th Sept.

20th inst.

7th inst., at 1 P.M.

About 17th inst.

30th inst.

15th inst., at Noon

About middle of Sept.

7th inst.

21st inst.

2nd Oct.

30th Sept.

15th inst.

4th Sept.

18th Sept.

29th Sept.

2nd Inst.

22nd Inst.

14th inst., at Noon

About 10th inst., Noon

11th inst.

21st inst., at Noon

1st Sept., at Noon

Beginning of Sept.

To-day.

To-day, at Noon

6th inst.

Quick Dispatch.

10th inst.

2nd Inst.

To-day.

To-morrow, at Daylight.

On 6th inst., at 3 P.M.

About 6th inst.

9th inst.

10th inst.

11th inst.

15th inst.

To-morrow, at 10 A.M.

On 8th inst., at 10 A.M.

To-morrow, at 10 A.M.

On 7th inst., at 3 P.M.

To-day, at Noon.

7th inst.

10th inst., at 4 P.M.

11th inst., at Noon

To-morrow, at Daylight.

7th inst., at Noon

19th inst., at Noon

13th Sept.

HOME LINE—OUTWARD.

HAMBURG-AMERIKA LINIE. HOME LINE—OUTWARD.

STEAMERS

DESTINATION

TO SAIL.

SHANGHAI, YOKOHAMA & KOBE ... 9th Aug.

SHANGHAI, YOKOHAMA & KOBE ... 14th Aug.

SHANGHAI, YOKOHAMA & KOBE ... 25th Aug.

SHANGHAI, YOKOHAMA & KOBE ... 5th Sept.

SHANGHAI, YOKOHAMA & KOBE ... 13th Sept.

HOME LINE—HOMEWARD.

Taking Cargos at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS, NORTH AND SOUTH AMERICAN PORTS.

STEAMERS

DESTINATION

TO SAIL.

HAVRE AND HAMBURG ... 7th Aug.

HAVRE AND HAMBURG ... 21st Aug.

HAVRE AND HAMBURG ... 4th Sept.

HAVRE AND HAMBURG ... 6th Sept.

HAVRE AND HAMBURG ... 18th Sept.

HAVRE AND HAMBURG ... 2nd Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amidsships. Lighted throughout by electricity. Duly qualified doctor and stewardess on board.

COAST SERVICE.

STEAMERS

DESTINATION

TO SAIL.

DAPHNE ... NAGASAKI & VLADIVOSTOK Beginning of Sept. Freight & Passengers.

LYTHA ... SHANGHAI & CHINKIANG 10th Aug. Freight & Passengers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.
POWNTWIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND HUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PELEUS"	On 5th August.
GLASGOW and LIVERPOOL	"CHUNG WO"	On 9th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 3rd September.
GLASGOW and LIVERPOOL	"TEENKA"	On 6th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 13th September.
GLASGOW and LIVERPOOL	"MOYUNE"	On 20th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 27th September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 2nd September.
GLASGOW and LIVERPOOL	"MENELEAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

HOMEWARDS.

	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 7th August.
GENOA, MARSEILLES and HULL	"ASTYANAX"	On 10th August.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
LIVERPOOL DIRECT	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 26th August.
MARSEILLES, HAVRE and LIVERPOOL	"ALCINOUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 11th September.
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 25th September.
HARVE, ROTTERDAM and LIVERPOOL	"CYCLOPS"	On 30th September.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA
EASTWARD.

	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO-	"TELEMACHUS"	On 4th August.
HAMA	"BELLEROPHON"	On 1st September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	On 29th September.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOUHOW"	On 4th August.
YOKOHAMA and KOBE	"TSINAN"	On 4th August.
CHEFOU and NEWCHWANG	"KWEIYANG"	On 7th August.
MANILA	"HUICHOW"	On 10th August.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TAIYUAN	"TELEMACHUS"	On 11th August.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TYPEDUS"	On 13th August.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1906.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 DAYS ACROSS THE PACIFIC by the "EMPEROR LINE," Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER,
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
TONS LEAVE HONGKONG ARRIVE VANCOUVER
"TARTAR" 4,425 WEDNESDAY, 8th Aug. ... 1st Sept.
"EMPEROR OF INDIA" 6,000 " WEDNESDAY, 22nd Aug. ... 12th Sept.
"ATHENIAN" 3,882 " WEDNESDAY, 5th Sept. ... 25th Sept.
"EMPEROR OF JAPAN" 6,000 " WEDNESDAY, 19th Sept. ... 10th Oct.
"MONTEAGLE" 6,163 " WEDNESDAY, 3rd Oct. ... 27th Oct.
"EMPEROR OF CHINA" 6,990 " WEDNESDAY, 17th Oct. ... 7th Nov.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £20; via New York £22.
Intermediate on Steamers 240, " 242, and 1st Class Rail 240, " 242.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediates" passengers only to Intermediate rates, offering superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK Acting General Agent,

Corner Pedder Street and Praya, opposite Blake Pier.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 5th Aug.
ANPING VIA SWATOW AND AMOY	S. TAGAMI	at 10 A.M.
FOOCHOW VIA SWATOW AND AMOY	"AKASHI MARU"	WEDNESDAY, 8th Aug. at 10 A.M.

THE CHARTERED S.S. "FRITHJOF" SUNDAY, 5th Aug., H. A. HARALDSEN at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidship. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building, Hongkong, 29th July, 1906.

T. ARIMA, Manager.

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

With Liberty to Call at the Malabar Coast.

THE Steamship

"ALIENGA."

Captain Petersen, will be despatched for the above Port, or on about SATURDAY, the 25th August, 1906.

Taking Cargo on Through Bills of Lading to Chesoo, Tientsin, Newchwang & Yangtze Ports.

Taking Cargo on Through Bills of Lading to Kudat, Labad, Datu, Simpona, Tawu, Uman, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 26th July, 1906.

VESSELS ON THE BENTH

DAMPFSCHIFFS-BHEDEREI "UNION"
ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

With Liberty to Call at the Malabar Coast.

THE Steamship

"ALIENGA."

Captain Petersen, will be despatched for the above Port, or on about SATURDAY, the 25th August, 1906.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1906.

TALTA, British str., 2,768, J. H. Davis, 24th July, Vancouver 25th June, General—C. P. R.

TELEMACHUS, British str., 7,495, J. H. Goodwin, 2nd August, Liverpool 23rd June, General—Butterfield & Swire.

THOMAS, Norwegian str., 1,286, F. Jagger, 31st July—Surabaya 19th July, General—Java-Japan Line.

TIENTSIN, British str., 1,330, E. Monkman, 26th July—Bangkok 27th July, General—Butterfield & Swire.

TJELATAP, Dutch str., 2,475, P. J. v. Eimerick, 2nd Aug.—Java 17th July, General—Java-China-Japan Line.

TRIUMPH, German str., 769, Knyver, 2nd August—Hoibay 1st Aug., General—Jobson & Co.

TSINAN, British str., 2,267, C. Lindbergh, 30th July—Sydney 7th July, General—Butterfield & Swire.

TSURIGAN MARU, Japanese str., 2,559, K. Shimizu, 2nd Aug., Kuching 26th July, Coal—Moji 14th July—Misaki Busan, Kaishi.

WANDSWORTH, British str., 2,085, Thomas, 21st July—Moji 15th July, Coal—Dowdell & Co.

WINDSOR, British str., 1,247, G. H. M. Walker, 30th July—Newchwang 22nd July, General—Jardine, Matheson & Co.

YINGCHOW, British str., 1,300, Frazer, 26th July—Shanghai 25th July, General—Butterfield & Swire.

YOKOHAMA, British str., 1,305, J. H. Brown, 25th July—Shanghai 29th July, General—Butterfield & Swire.

YUNGBANG, British str., 1,128, F. Mooney, 24th July—Munla 27th July, General—Jardine, Matheson & Co.

Z. Y. DE ANDRADE, Amr. str., 1,260, Xandres Echaz, 15th June—Munla 12th June, General—Barretto & Co.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with CHINA
STEAM NAVIGATION Co.'s forthcoming
service here to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every four nights
For Freight and further particulars,
apply to DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.



MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"
which applies to all Branch Offices.

AI, ABC 5th Ed., Western Union Cables used.

ALL LETTERS ADDRESSED.

MANAGER, MITSU BISHI CO.,
with name of place under.

BRANCH OFFICES—

NAGASAKI, MOJI, KOBE, KARATSU,
SHANGHAI, HONGKONG AND
HANKOW.

AGENCIES—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRAINGER & CO.

MANILA: Messrs. MACONIBAY & CO.

JOHN BROWDIE.

THRILLING STORY OF THE SEA.

(By Francis H. Skeene in the *Pall Mall Gazette*.)

Many years ago I was involved in a tragedy which has done more than all the bitter experiences of after-life to convince me that there is something in the maxim fathered on Tallyrand: "Speech was given to mankind to conceal their thoughts." During one of my many voyages to India by P. & O., our ship was joined at Port Said by a wealthy baron of the North country, attended by his valet. The latter was a huge, broad-shouldered Yorkshireman whom I promptly christened "John Browdie." But he had none of the bonhomie of Dickens' creation. Citizens of a free country who stoop to servile employments apt to save their wounded self-respect by carrying a stiff upper lip in intercourse with all who are not on their masters' visiting list. The poor fellow had told us how his soul revolted against the air of measureless superiority assumed by Louis XV. at court presentations. We detected something of his very Christian Majesty's pride of port in John Browdie's massive features, and it was peculiarly irritating in the promiscuity and close quarters of life on board ship.

Things came to a climax one morning when our vessel was leaving Aden. In that grueling region the ample bathing accommodation provided by the P. & O. often fails short of demand. Resolving to be first in the field, I re-bathed and, to my joy, found one of the small compartments unoccupied. Leaving my towel therein, to indicate ownership, I ran back to my cabin for a forgotten sponge. On returning, I found that John Browdie had availed my towel, and was engaged in preparing my bath for his master. When remonstrated, he proved vain, I lost my temper, and used strong language to the intruder. My side was exposed by other passengers who flock to the scene of action. The first officer was appealed to and John Browdie was compelled to vacate his little citadel. There was an ugly glimmer in his small grey eyes as he quickly retorted, which I caught to have been a danger-signal.

On the following night I was bawling over the stern-taffrail, plunged in delight by the phosphorescent gleam of the wake and Browdie's bathed in mud-water. It was past 11 p.m. and the deck was quite deserted. Suddenly I turned myself gripped by the throat and held in a vice. Then John Browdie's eyes flashed closed in aye. "So Aw in a damned booby! Awm I'll show you how a booby serves such wop-shappers! Oop thee gone!" With that I was seized by waistband and collar and hauled into the foaming sea, my wild, despairing shriek drowned by the thumping of the waves.

Down, down, down I sank; and when, with mighty effort, I gained the surface, I saw no erstwhile home-ruddy needling in a milk-white track, while the lights from the port-holes shone out on the desolate wave. My frantic cries for help were unheard. In a few minutes was quite alone in the Indian Ocean.

Being a strong swimmer, I struck out manfully for Socotra, which seemed to be about four miles away. Despite my utmost efforts, its shores gradually receded. An eastward current was too clearly sweeping me out to sea. Those who have escaped some great danger often, that during its throes their whole life is lived over again in thought. Mine ran back to bayhood, and I found myself repeating a distich from Ovid which partly applied to my desperate plight:—

Quicquid quisque miserae nescit nisi perire.
Fuerit quidam tunc, mutatis illis mutari potest.
Happily the sea was calm, the temperature abhors with upturning stars. After floating awhile on my back, I again struck out, this time at random, for my bearings were lost when Socotra vanished from the horizon. At length I felt that my strength was spent; that I could not keep my weary head much longer above water. At this crisis I saw a dark object, like a rock, emerging from the sea, not fifty yards away. Hope gave new energy to my half-paralysed muscles. A few seconds later I was safe ashore. This crag of vantage, in comparative safety. But, ah! my asylum was itself at the mercy of wind and waves. It was a fragment of floating wreckage, the top and part of the adjacent masts of some large vessel. A thick coating of seaweed prated that it had been buffeted for many years by the ocean. Stripping off my white shirt, I spread it on the highest point, as a signal to passing craft. Soon the sun rose as a ball of fire in the east, and as the morning advanced its rays became uncomfortably warm. I felt a gnawing sensation within, and pangs of thirst which I dared not quench with salt water. A knife-like cut circling slowly round my retreat showed that at least one shark was waiting for its prey. I hastily drew my legs out of the water, and wedged my body into a saddle-like depression in the floating mass. As the heat increased, I became light-headed, sang and shrieked incoherently. Then the waves and sky began to revolve rapidly. I sank into a dreamless sleep.

When sense returned I found myself in a low ceilinged cabin, the egressus of swarthy figures squat on their banches. As I sat up, they greeted my restoration to life by a chorus of gurgling sounds; but a gorged whose voluminous turban showed that he possessed another, coincidently and spoke to me in fluent Urdu. From him I learnt that my signal of distress had been seen from the Arab ship *Fatih Salam*, bound round to Hodeidah from the Persian Gulf, and that a boat's crew had brought me with all rig-patch on board. Sweet was the manly fluid termed sherbet to my parched gutters, and a meal of dates and unbaked barley bread was enjoyed with greater zest than any banquet supplied by Messrs. Ring and Brymer.

In the good ship *Fatih Salam* I spent a pleasant if uneventful week. The weather was perfect; a steady breeze filled her sails, and the crew had plenty of time on their hands. They were very numerous, and I understood that every man had a minute interest in the cargo. They slept a good deal, cooked high-flavoured mutton, were punctual in the prayers enjoined by Islam, and beguiled the long hours of darkness with exuberant music. The old skipper, Sayid Mohammad Iwani bin Curtis by name, and I became fast friends. He was a dexter specimen of the rapidly-vanishing race of Arab navigators. Those who know a little of the Arab ships moored in the Hugli south of Fort William. Many of them were tubby, wall-sided, and square-sterned—old Indian purchases which had once bid for defence to Sirout or Admiral D'Urville. Of such was the *Fatih Salam*, and her commander was nearly as antiquated and stout-heaved. Tobacco in any form was tabooed by Walabi tenets, but an efficient substitute for the soothing weed was provided in delicious coffee. Every night we sat till the small hours in the captain's stern cabin, which still retained traces of gilding, swapping yarns over wonderful little silver cups of true Mocha.

One of the captain's is well worth repeating. His father, while in command of a country ship, bound for Calcutta with a cargo of Burmese teak was wrecked in the Dredals of forests and tidal creeks which fringes the northern coast of the Bay of Bengal. The old vessel speedily

broke up, but her amphibious crew escaped, and set to work promptly at retrieving the logs which littered the shore. One morning my host's father was standing on a pile of timber below high-water mark directing the operation of his men, armed with levers, chains, and callipers. An incoming wave of unusual strength struck the mass, scattered its contents in all directions. When it retreated, the captain was seen, pinned by two gigantic beams, which had crushed his legs with such a jolt. Meantime the tide was coming in, and it was evident that the poor creature's minutes were numbered. Though he suffered until noon, the old man was calm. At his request a boat was launched, and my host sat in the bows to record his father's last will and testament. Aon a wave would sweep over that silvery board, which seemed like seaweed in the tide; but as soon as it receded the dying man was sure to gush out some new breath. "Stop!" he shrieked, as the remorseless sea gave him power of utterance for the last time. "Stop! I've forgotten to tell you where those thirty thousand ruppees were buried!" The rest was silence.

In such discourse our rest voyage passed pleasantly enough, and I was quite sorry when the cinder-epoch, yeptet Aden, loomed into the starboard bow. Old Sayid Iwani made me an affectionate farewell. He swayed my suggestions of pecuniary reward with quiet dignity. I belonged, he said, to the "People of the Book," and the Most High had commanded true believers to succour the afflicted. Pressing into his hand the sole remaining possession, a watch which, being watertight, had not suffered from its immersion—I stepped into a shore-boat and pushed off amid a salvo of "salams" from the door of the prince's bedroom.

"What's the matter?" asked a drawoy voice.

"There's an earthquake! Come, sir!" was the shouted reply.

"Then why don't you send it away?" was the royal answer.

"Won't you come outside, sir?"

"Outside? No, certainly not! I'm in bed."

The equerry, his duty performed, followed the hurrying crowd out into the open air, under the deep blue sky and tranquil stars. After an hour of this peaceful scene alarm died away and every one had returned to the hotel to dress when the second shock came, driving them all again into the garden.

The equerry's thoughts again at once flew to the sleeping prince. The heir-apparent to the throne of Great Britain was, in a measure, in still charge. How had he acquitted himself of his sacred stewardship? A twinge of conscience made him feel uncomfortable as he sat out there in the still arden on an inverted watering-pot, expecting the tall chimney of the diploma's house across the square to come toppling down over him. He had not aroused the prince at the second shock. So he got up, retraced to the hotel, and passing through the public rooms his Royal Highness was on the ground floor, in a sort of annex that projected into a private flower-garden court reached—the prince's door and knocked. There was no response. He knocked again. Still no answer. A third louder than before, loud enough, in fact, to arouse all the Seven Sleepers. But still no answering voice. And then the horrid truth, sudden as was the earthquake, rushed into the wretched equerry's mind. Some thing was wrong. Had the prince perished? In an instant he had flung the door open and dashed across the ante-room. The curtains at the door of the bed chamber were drawn close together. With a frenzied hand he seized them and drew them apart. As he did so something—but whether a aerolie, a thunderbolt, or a falling beam he knew not—struck him full in the face. Strange lights danced before his eyes. His head swam, and in a moment faintness he leaned against the door. But the next moment a voice fell on his ear, grave and reproachful:—

"Look here, Clarke, I won't have any more of this, and if you don't shut up making that beastly row, and let me go to sleep, I'll shoo the other boot at you."

THE CHINESE VOLUNTEERS.

They still seem to be a little uneasy at Shanghai as to the status and potentialities of native volunteers. The N.Y. *Daily News* of July 28th writes:—A healthy vitality has characterised the birth of the Chinese Physical Culture Society. Within a very few months, it might almost be said weeks, of its first appearance it has won the attention of the Far Eastern World, and the fame of its exploits bids fair to eclipse even the pre-eminence of the infant Hercules. As seen by those who are privileged to watch its early days at close quarters, it is a vigorous body a few hundred strong, keen enough to gladden the heart of the most exacting drill-sargent and fired with an exemplary *sport de corps*; but without lacking one essential feature of a volunteer corps, for it is amateur. Rumour, however, makes light of all possible limitations. That not always truthful jule would have the world picture to itself a corps 5,000 strong, armed with the deadliest of modern rifles and just as willing for an opportunity to be led into action. One step may in this direction, as far as we know, has been taken. The Chinese Physical Culture Society has been formed by tacit and general consent exchanged for the more definite term "Chinese Volunteers." It is in this latter capacity only that the organisation calls for comment or renders a consideration of its future, so far as the present juncture.

As the Physical Culture Society the recent presence of the corps through the streets of the Settlement afforded a gratifying display to some thousands of onlookers; but it is given to be understood that its energies are not meant to be restricted exclusively to occasional parades. Hail to already to the paper dignity of a Volunteer Corps, it is referred to as an invaluable source of protection to Shanghai. To carry out the functions implied in this expression the corps would have to be fully equipped, and at once the question of its *locus standi* is raised. Outside the limits of the Settlement such a corps would constitute a practical and picturesque incident in the more recent evolution of China and would call for little more than the academic interest of the foreign population. It is when the Chinese Volunteers themselves or the plotters of the movement claim that they are valuable addition to the security of life and property in the settlement that a clearer understanding of their status seems required. The maintenance of order in the Settlement is vested in the Municipal Council which relies for this purpose on the police and, if need be, on the foreign volunteers. There are absolutely no grounds for supposing it may be mentioned in passing that these forces are not amply sufficient for the purpose. Within the limits of the Settlement, only one authority is recognised, and in case of emergency, when the services of the volunteers are required in addition to the ordinary police, the command of these forces will be delegated to the commandant. An independent body acting on its own initiative is out of the question and could not be tolerated for one moment. Where, then, if it was to be led, is there scope for the Chinese Volunteers? From a purely military point of view there can be only one way which would enable the services of these men to be employed in the circumstances contemplated. They would have to limit their numbers to a moderate figure, and for the outset they must be under foreign officers and non-commissioned officers, in order that there might be homogeneity of system and the necessary understanding between the commandant and his subordinates. In other words, if the corps is anxious for employment in the Foreign Settlement they must come in on the Settlement's terms. It would be open to doubt whether this stipulation would be acceptable to the Chinese Volunteers, for it would undoubtedly introduce into the existing organisation an element hardly contemplated by the creators.

The fact that the Chinese Volunteer Corps will not be available for practical purposes will in the limits of the Settlement need not in any way damp enthusiasm. It may possibly commend itself to those who are directing the movement, for as there will be no need to arm the volunteers, the corps can be increased indefinitely without adding to their financial burden. The most superficial glance at the men under training is sufficient to convince everyone of the advantages to be derived from a serious course of military drill. Not only do the men exercise their muscles and learn to hold themselves erect, but they begin to take a pride in their bearing, while *exercit de corps* makes for a moral uprightness that cannot fail to have a salutary influence. Modern education recognises the necessity of developing the muscles as well as the brain, but hitherto in the Chinese system the latter has been exploited altogether at the

expense of the former. The movement in favour of physical culture pure and simple, therefore, should not be confined to Shanghai, but might be largely extended with advantage throughout the Empire.

EARTHQUAKE EXPERIENCE.

A report of the San Francisco disturbance in the New York *Tribune* tells of the [alleged] experience of King Edward, some fifteen years ago, during the shock which started the Italian *Udine*. When the earthquake came, he was sleeping with his equerry at a hotel in the affected region. Every room in the hotel where King Edward, then Prince of Wales, was staying groaned with its walls, cracked with iron doors and rattled with its furniture. All the dogs in it howled together, and the mucay in the manager's office screamed at the top of his voice. Then came a lull, as suddenly as though someone were pulling the joints out of the sockets. The rheumatism doubled me up and I used to wish I could die and be out of it all. But now I am bold and bright again, and I can get about without the sticks I had to use before, and I enjoy splendid health. "It was right back in June of 1903 that Dean's Pills made me well, yet I am still well and to live my cure to the last.

"This testimony is quite unsolicited, and you are welcome to use it."

Mr. Edward G. Evans, of 135, Chilvers Street, Finsbury, S.E., kin to the famous Dr. West, endorses the facts of Mr. West's splendid cure. Dean's Backache Kidney Pills in the following:—

"Before using Dean's Pills, Mr. West was away from business five months, and was so disabled with rheumatism that every step he took his knees nearly touched the ground. It was awful to see him trying to walk, and at last he could only just manage to move about by using sticks. He is splendid and well now, and has kept well ever since his cure, although that was over a year ago."

"Rheumatism shows a lax condition of the kidneys, and the presence of uric acid in the system in great excess. It is often accompanied by other kidney symptoms, such as Gravel or Gravel-Stones, Watery Swellings in the Flesh, Cloudy Urine, Thick Settlement—Sandy or White, after the water has been standing 24 hours. Urinary is Scalding and Painful, in passing, there is a feeling of weariness and pain in the back, and the patient Aches in every limb."

Dean's Backache Kidney Pills are successful in curing those kidney troubles because they dissolve the crystallized uric acid and urea, and increase the flow of urine, by which the impurities are flushed out of the system, and the kidney organs cleansed and restored to health.

Dean's Backache Kidney Pills are 2/9 a box, or 13/9 for 6 lbs. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-Melton Co., 8, Wells Street, Oxford Street, London, post free on receipt of price. 39-11

HELPLESS WITH RHEUMATISM.

The case of Mr. George West, of 161, Evelyn Street, Fleetwood, Lancashire, England, is exceptionally interesting. Mr. West says:—"I used to think I should go mad with the constant suffering from kidney trouble and rheumatism. I could get no peace, no rest, no comfort day or night. It was people ill to see me struggling to try to walk. My back was so weak that I lost the use of my limbs, and my feet had no feeling in them. The pain in my back were just as though someone were pulling the joints out of the sockets. The rheumatism doubled me up and I used to wish I could die and be out of it all. But now I am bold and bright again, and I can get about without the sticks I had to use before, and I enjoy splendid health. "It was right back in June of 1903 that Dean's Pills made me well, yet I am still well and to live my cure to the last.

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The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

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The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Evils, Immediate and permanent, all the Miserable Feelings and Distressing Symptoms disappearing with a rapidity that is really marvelous.

Thousands of unimpeachable testimonies from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

Direction for Self-Treatment of the above Diseases with each Pill.

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THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA
INCORPORATED BY ROYAL CHARTER, 1858
HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... £290,000
RESERVE LIABILITY OF SHAREHOLDERS..... £290,000
RESERVE FUND..... £975,000

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balances On Fixed Deposits for 12 months 4 per cent
On 6 " 3 " 34
" 3 " 34
T. P. COOKE, Manager.

Hongkong, 1st May, 1906. 114

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL..... £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND 135,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balances On FIXED DEPOSITS—
For 12 months 4 %
" 6 " 3 1/2
" 3 " 2 1/2

E. ORMISTON, Manager.

Hongkong, 26th March, 1906. 26

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND \$10,000,000
STERLING RESERVE .. 9,500,000

SILVER RESERVE .. 12,500,000

RESERVE LIABILITY OF PROPRIETORS \$1,000,000

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For 3 months, 2 1/2 per cent per annum.
For 6 months, 3 per cent per annum.
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H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 6th June, 1906. 23

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CAPITAL FULLY PAID UP... Sh. Taels 7,500 00

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HUGO BUTER,

Manager.

Hongkong 1st May, 1906. 27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Books may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed in FLEXIBLE DEPOSIT at a Per Cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 30th May, 1906. 24

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAIPING, FORMOSA.

BRANCHES AND AGENCIES:

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Aping Nagasaki Tamsui

Foochow Osaka Tokio

Koelung Shanghai Yokohama

BONGKONG OFFICE:
3, DES VENUS ROAD.

Interest allowed on Current Account Deposits received on terms which may be learned on application.

D. TOHDOW, Manager.

Hongkong, 3rd July, 1906. 199

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China the Philippines Islands and the Republic of Panama.

CAPITAL AND SURPLUS.

AUTHORISED Gold \$10,000,000

Paid-UP Gold \$3,250,000

RESERVE FUND Gold \$3,250,000

HEAD OFFICE: New York.

Branches and Agents over the World

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NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.

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BRITISH LINEN COMPANY LIMITED.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:

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For 6 " 3 "

For 3 " 2 "

H. PINCKNEY, Manager.

Queson's Road, Central, Hongkong, 29th September, 1906. 1456

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PAID UP CAPITAL FL. 45,000,000 (£175,000).

RESERVE FUND FL. 5,000,000 (£17,000).

HEAD OFFICE IN AMSTERDAM.

HEAD AGENCY—BATAVIA.

Branches—Singapore, Ponang, Shanghai, Rangoon, Samrang, Sourabaya, Cheribon, Tegal, Pascoeng, Pasoreo, Tjilatjap, Padang, Medan (Del), Palembang, Kota Radja, (Acheen) Teluk-Semawe, (Asahan) Bandjarmasih.

Correspondents at Macassar, Bontay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c, &c.

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THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balance.

Fixed Deposits 12 months 4 1/2 per annum.

" do " 6 " 4 1/2 "

" do " 3 " 3 1/2 "

L. ENGEL, Agent.

Hongkong, 23rd July, 1906. 1450

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP 21,000,000

CAPITAL UNCALLED 3,000,000

RESERVE FUND 10,300,000

SPECIAL RESERVE FUND .. 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo Kobe Nagasaki

Osaka Lyons New York

London Honolulu Bombay

San Francisco Tientsin Newchwang

Shanghai Peking Mukden

Dai-ji Casco Tieling

Port Arthur

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent per annum.

For 6 months, 3 per cent per annum.

For 12 months, 4 per cent per annum.

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, 27th March, 1906. [613]

THE MAPS AND PLANS

have been engraved by one of the most eminent Firms in Great Britain, and are corrected and brought up to date. They consist this year of fourteen of the following:—

COLORED PLATE OF FLAGSHIP FOREIGN HONGS

MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TSINGTAO (KIAOCHAO)

PLAN OF FOREIGN CONCESSION, SHANGHAI;

PLAN OF HONGKONG (SHANGHAI) WITH inset showing THE EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF KOWLOON

PLAN OF SAIGON

PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia and the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:—

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Changking Convention, 1